

Flying In Greece - Useful Information



This page has been designed especially for you, our international pilot friends, in order to provide some helpful information about General Aviation operations in our country.

At the very bottom of this page you can find this content in PDF format and DOWNLOAD it to keep it for offline reading.

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Updates: Paragraph 3.

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Direct shortcut address to this page: www.aopa.gr/Info

1. How to plan a flight in Greece - A QUICK 6 STEP GUIDE

Arrange your flight planning according to the following criteria:

- A. Where must you land first and take off last if coming from abroad
- B. Where you will refuel
- C. What are the operating hours of the airport(s) you intend to visit.
- D. Which of the airport choices are less busy, less expensive, simpler in terms of ground operations or prior permission requirements, etc.

The **6 steps** to do this:

Step 1 If you come from abroad you must First Arrive and Last Depart at an **International airport** (port of entry). Choose which is best for you - **See paragraph 2 and 13 below**

Step 2 To **Refuel** there, or at other later airport, check which airports have fuel - **See**

paragraph 2 and 22 below

Step 3 Many airports that are busy with commercial flights or mixed MIL/CIV use require **PPR** (Prior Permission). Request PPR (and SLOT if on IFR FPL) where needed - **See paragraphs 2, 19 & 31 below**

Step 4 In summer time most airports are open all day and evening hours. Off summer period some airports have more limited **operation hours** - **See paragraph 17 below**

Step 5 Different airports have different **charges** for GA ranging from 1,6 to 200 Euro (with handling) per visit. Choose your airports if that is a factor - **See paragraph 23 below**

Step 6 Once you have chosen your destination(s) choose your handler and communicate with them regarding the **Handling Request notice**. - **See paragraph 12 below**

The above are **the basic 6 steps** you need to properly plan a flight in Greece.

We do recommend **you read all of this page below** though since it contains **all the information you may require** as pilot flying in Greece.

AOPA Hellas updates this page frequently as soon as there is a change in items published. Last update date is at the top of this page.

THE TOOL for Flight/Trip planning in Greece in conjunction with this page is our **Aero webGIS 2** live data driven map that can be found here www.aopa.gr/awg

Spend some time using it by selecting/deselecting appropriate **LAYERS**, from top right **LAYERS ICON**, to choose what you see and what you don't. Very soon you'll get the hang of it. Information and symbols legend can be found by clicking the **INFORMATION ICON** top right.

By enabling the proper layers you can, for example, see which civil airport is not privatized, has fuel, is port of entry etc. By zooming in you see which handler(s) serve it and by clicking on the airport icon you see data fed by AOPA and Pilot's PIREP's regarding **FUEL, PRIOR NOTICE REQUIREMENTS and HANDLING AGENTS**.

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2. How to ENTER - EXIT Greece and save costs

Following careful analysis of the current (2021) situation with **COSTS** involved in Greek airports AOPA have concluded in the following recommendations for

AIRPORTS FOR ENTRY/EXIT and REFUELING. The below combination assures you the minimum of costs possible.

Entering-Exiting FROM-TO NORTH

Enter/Exit at **Ioannina LGIO airport.**

It is not SLOT Coordinated & Not privatized airport.

AVGAS & JET-A1 Fuel service available 15th of June to end of September - Check LGIO NOTAMs for latest info.

Handling Agent SKYSERV offers the best price for GA handling in Ioannina.

Before/After LGIO **refuel at: LGMG or LGSO**

If you fly IFR to LGIO you save the SLOT fee by handler (56 Euro), the PPR fee by handler (35 Euro), the PPR for MIL airports by handler (if you were to enter/exit via LGBL and not send it on your own to CAA) and the privatized airports fees (an extra ~80 Euro). Also it is a relatively low traffic airport with big apron so there is never a capacity issue. Ioannina LGIO is NOT open all day/week, therefore plan your flights accordingly after checking their operation schedule (see paragraph 17). Ioannina LGIO has no PPR, you just send a prior notice to Handler.

If you want to cut Handling costs to the minimum, when contacting the handler ask them for a quote on the expected price. If CUSTOMS are not scheduled to be present the day and time of your flight and need to be notified, do it on your own because handlers charge even for this process. Ask the handler the contact details for customs. If you cannot get the info. from them then contact Ioannina CAA for it (BRIEF PRESENTATION tab).

Entering-Exiting FROM-TO SOUTH

Enter/Exit at **Sitia LGST airport.**

It is not privatized. It is SLOT coordinated (affecting IFR flights only).

It does have Fuel (AVGAS & JETA1)

It has one handler (SKYSERV)

If you fly IFR to LGST you do not save the SLOT fee by handler (56 Euro) but you save the PPR fee by handler (35 Euro if you were to enter/exit via bigger/busier LGIR and not send it on your own to CAA) and the privatized airports fees (an extra ~80 Euro). Also it a relatively low traffic airport with big apron so there is never a capacity issue. Sitia LGST is NOT open all day/week therefore plan your flights accordingly after checking their operation schedule (see paragraph 17). Sitia LGIO has no PPR you just send a prior notice to Handler.

If you want to cut Handling costs to the minimum, when contacting the handler ask them for a quote on the expected price. If CUSTOMS are not scheduled to be present the day and time of your flight and need to be notified, do it on your own because handlers charge even for this process. Ask the handler the contact details for customs. If you cannot get the info. from them then contact Sitia CAA for it (BRIEF PRESENTATION tab).

3. Flight Plans

On any international VFR flight to/from or within Greece (Athens LGGG FIR) you are required to file a flight plan. You may plan to cross the FIR boundary at any point you wish as long as it is an identified reporting point (i.e. Airway Fix at FIR border). Even for domestic & local (airport area) VFR flights, a flight plan is required. If you are departing from an airport without AIS office, you may file your flight plan to Athens central AIS by fax: +302103532635 or by phone: +302103533691. These numbers are attended 24 hours a day. A passenger manifest General Declaration may be requested to be submitted at this time.

Alternatively you can try internet flight planning portals/tools such as www.eurofpl.eu or www.rocketroute.com or www.autorouter.aero or www.homebriefing.com. Some of these portals have FREE of charge schemes depending on number of flight plans filed per month etc. Nowadays flight planning applications such as [Skydemon](#) and [Foreflight Europe](#) also have the ability to file flight plans. [Autorouter](#) is also another handy portal when it comes to finding smartly the best IFR route and filing it on line.

For ZZZZ destination or departure airfields make sure that in ITEM 18 (OTHER INFORMATION) you

a) insert the proper DEST/ DEP/ remarks. EXAMPLES: DEST/KOPAIDA 3827N02308E and DEP/KOPAIDA 3827N02308E

b) copy (inform) the appropriate AFTN codes of airports & airport zones affected en route.

Important TIP : For any MILITARY airport and MTMA airspace affected, the AFTN code that must also be copied as recipient of the FLIGHT PLAN is

xxxxYXYX format where xxxx the ICAO code of the MTMA's military airfield and YXYX the standard suffix for Greece Military Bases.

The usual civilian AFTN codes like xxxxZAZX for APPROACH and xxxxxZPZX for TOWER are not active in many Military bases. So for example if you affect Tanagra MTMA (north of Athens TMA) it is useful if you set as co-recipient of your Flight Plan also the LGTGYXYX address. They will have been copied your Flight Plan in advance.

4. What frequencies to call and what altitudes to fly as VFR

All around the country you will be within the reach of "Athens Information" (if you fly VFR), on frequencies 130.925 Mhz (North Sector) / 119.75 (South Sector) / 130.700. This station will provide you with (non radar) Flight Information Service and will give you all information about activated military and restricted airspaces. While flying VFR at low altitude, you may lose contact with FIS station. In that case, continue to fly according to your flight plan, on VFR, and wait for a contact later on. A contact must be made at least every 30 minutes. It is however advisable to contact

the Approach or Tower frequency of any military unit whose airspace you will be transiting. Military airports usually have associated TMA's and you should contact the published frequency. You can also contact TUGRIT military radar on 129.800 for advisories (see paragraph 35 below for full details on this). There is also (since spring 2010) an FIS service specifically for Athens TMA area while above FIS frequencies remain in effect for the rest of Greece. "Athens TMA Information" offers FIS service dedicated to Athens TMA area on frequency 124.025 serving the Athens area airports (LGAV, LGMG, LGTT, LGEL). They see you on radar since they are part of Athens Approach unit but can not provide radar service.

VFR altitude on an easterly course (0°-179°) is odd thousands plus 500 ft (3500, 5500, 7500). On a westerly course (180°-359°) even thousands plus 500 feet (4500, 6500, 8500). This rule applies above 3000 feet AGL. On IFR flights same semicircular rule applies without the +500. Transition Altitude is specified in each airport's approach plate. If you plan to fly above the usual airway's base (6~7,000ft) you should fly in Flight Levels and inform FIS so that they coordinate with Athens Control in case they have any low flying IFR traffic in the airways.

5. What is the VFR transponder code and where is it mandatory ?

At any chosen VFR altitude your transponder should squawk 7000 when flying VFR unless you are assigned an individual code. Transponder and Mode C are mandatory for all VFR flights above FL60 and within/below controlled airspace limits (TMA's, CTR's, Airways). Flights in radar TMAs of Athens (LGAV, LGEL, LGTT, LGMG), LGTS TMA, LGIR TMA & LGRP TMA must always squawk 7000 and Mode C regardless of altitude.

6. Can I fly a Greek registered airplane with a foreign license?

Since March 2006, with a) a non JAR license or b) a non European National License, you cannot fly SX- registered aircraft any more without a validation by Hellenic CAA. With a JAR license not issued from Greece (Hellenic CAA) you can fly one but only within the boundaries of Hellenic Airspace. The only way to fly SX- registered aircraft with foreign license is to get a JAR validation on it from HCAA. Regarding b) : some National Licenses from European countries (e.g. UK) are still accepted for flight with SX-reg. aircraft in Greece but it may not be for long. FAA Licenses cannot be used any more for SX-reg. aircraft flying but only with N registered aircraft as everywhere. For more information contact HCAA FCL department at: +30210 9973049 (altn. 9973040 & 043).

7. How can I obtain a Greek validation?

According to HCAA Technical Directive 10/2007 of 05-Dec-2007, if you need an EASA validation on your foreign license (must be ICAO contracting state) by the Hellenic CAA (HCAA) it can be done but involves few administrative steps. HCAA issues the validation and it is valid for a maximum of 12 months. With this validation on your ICAO license you can fly to all licensed airports & airfields in Greece with SX-reg aircraft a) in Day, VFR, VMC only b) under private flying privileges (i.e. not commercial)

In brief for a basic PPL validation, a pilot along with the application, needs to submit to HCAA:

- a) a photocopy of the ICAO license
- b) a photocopy of the Medical certificate
- c) a photocopy of the R/T certificate
- d) a photocopy of recent logbook entries proving flying currency status
- e) a fee of 6 Euro for PPL

For more information contact HCAA FCL department at: +30210 9973049 (altn. 9973040 & 043).

For residents of more than 180 days in Greece who hold a JAR license from another JAA country (without Greek Validation) you can fly Greek registered aircraft but only within the boundaries of Hellenic Airspace. For extra ratings on the PPL (e.g. Instrument Rating) again a 6 month validation can be issued with the necessary JAR Medical, Theory exams passed and a flight test with an FTO (not RF)

- Approved Flight Schools (RF & FTO's) in Greece

- Aeromedical Examiners in Greece

- HCAA website <http://www.hcaa.gr/>

- EASA website <http://easa.europa.eu/>

For permanent residents in Greece with EASA license from other EASA countries it is advised that a transfer of their EASA FCL records is made to HCAA in order to avoid cross CAA communications every time for license revalidations etc.

8. Are EASA regulations in effect?

Yes, EASA regulations are already in force in our country. Greece is full EASA member. Greek EASA-FCL licenses are fully recognized and vice versa by all countries (since March 2004).

9. Can I rent an airplane in Greece?

In Greece there are Aeroclubs that are not "rent a plane" facilities. There are no such facilities in Greece. Nevertheless a foreign pilot may enroll as a fully qualified club member, as any other Greek pilot, and afterwards, may rent a plane from the club, as a club member. Air Clubs usually require a membership join and then a check-out with their instructor before renting the plane. There are also Flight Schools/academies where you can fly by renting the aircraft under "training" status. Prices range from 150 to 250 euros per flight hour, depending on type and equipment of the aircraft.

AOPA Hellas cannot recommend specific schools or organizations but we have found that www.hellasga.com, in the Links area, lists schools and aeroclubs that have a website per ICAO code of airport of operation. You may visit them individually and contact directly for inquiry about flying with their aircraft.

A similar list without ICAO codes can be found here www.11aviation.com/directory.pl?categ=4.

In the CAA website you can also find the official list of currently Approved Training Organizations (ATOs) under www.hcaa.gr --> LICENSING AND TRAINING tab

If you don't want to fly the aircraft yourself, but join pre announced flights under EASA cost sharing scheme, you can monitor portals like en.wingly.io or skyuber where pilots announce future flights with spare seats.

10. Controlled fire areas LGC

Greece has introduced this definition which is: An airspace of defined dimensions within which firing of projectiles and missiles takes place and is coordinated in such manner that air traffic operating through that area is not endangered. Please ask ATC or FIS if any are active in low levels.

11. How do I obtain NOTAMS?

You can go by the old fashioned way and call the LGAV reporting office for NOTAMS at 210 3533691-2 or Fax 210 3532635 but the Internet nowadays has all the information you need.

You can freely check all notams at the FAA's web interface <https://www.notams.faa.gov/>

Accept the security certificate exception in your browser (its safe) and search by ICAO code.

For Athens (Greece) FIR the code is LGGG.

For a graphic presentation of Greece's (LGGG FIR, not airport specific) two upcoming day's notams you can also check this nice tool

<http://metutil-clone->

hrd.appspot.com/static/maps/NotamMap_LGGG_2DAY_WR.htm?nosplash=y

You select category and display the ones you want.

Also you can check www.aopa.gr/awg which will forward you to an excellent information interface designed by one AOPA Greece, private pilot and professional ATC, member. It displays all the information a private pilot needs including weather, notams, airspace and even has a simple flight planner.

12.a. Ground Handling

According to the Greek AIP you must accept and pay for handling services at major airports if it is offered to you. i.e. if it's not offered don't bother. The official wording in the AIP is:

"It is obligatory to private aircraft to accept marshaling at all Greek aerodromes as well as crew and passenger transportation wherever such service is available" (AIP GEN 1.2.5.1.4)

AOPA Hellas has established agreements with ground handling agents in Greece for better pricing towards flights of pilots carrying AOPA AIR CREW cards. The agreements include only Marshaling and Transport/Escort to/from airport terminal and they are available only for valid (non expired) AOPA AIR CREW CARD holders and only for GENERAL AVIATION private flights (incl. training). Commercial light aircraft flights are excluded.

12.b. CONTINUE BY READING this dedicated page with the [Current Prices & Terms Offered for AOPA](#) for valid AOPA AIR CREW card holders to get the latest data.

The above linked page contains the latest information on GROUND HANDLERS in Greece; all you need to know about them and how to contact them.

13. Must I takeoff or land at an “International Airport” if I’m coming from abroad, even if via an EU / Schengen state?

Yes, even if you are flying to / from SCHENGEN treaty members and/or European Union state, according to Greece AIP, you must take off / land at a designated "airport of entry".

According to written reply we got from the CAA in 2005 the obligation comes from local (national) legislation related to **customs control** and **not passport control**. They admit that Schengen member state civilians are allowed of free circulation without passport control BUT this shall not be confused with European Union member countries customs legislation still in effect. They continue by explaining that according to EU regulations 3925/91 & 2454/93 customs control between EU states borders has indeed been terminated BUT according to article 20 of National (Greek) Customs Code (Law 2960/2001 in Government Journal 265/A/22-11-2001) "*aircraft coming from other EU member state or third country are obliged to land at airports supervised and controlled by customs authorities. The departure of aircraft which have as destination other EU member state or third country is allowed only from the above mentioned airports*"

So this requirement is related to the vehicle and not the physical person(s). Go figure ...

Basically the national customs law says that customs can stop anyone with any vehicle at any part of the country for a spot check. Greece's customs use this legislation to require entering / exiting aircraft to pass via international airports (where customs officers are present) even if they do not do the spot check in practice. They do not focus on the persons on board but the vehicle. They want to have the ability to do the customs check if needed. Most of the times, but not always, the customs check does not take place because they check beforehand things like original departure, final destination, nationalities of people on board, nationality of aircraft register etc.etc.

NOTE: In many cases, but not always, CUSTOMS will charge (via HANDLER) a 30~33 Euro fee for their presence at the airport for you. If they were scheduled to be present at the airport anyway during the time of your arrival / departure, then the 30 Euro should not be charged to you. The 30 Euro charge is officially for the

positioning (transportation) of the Customs personnel from the customs downtown office to the airport is they were not scheduled to be at the airport at that time. The problem is that you can not know this (their schedule) and this leaves room for local interpretations regarding the need of charge or not ...

List of designated airports of entry (coded INTL) can be found at AIP Greece
<http://www.hcaa.gr/aip/>
Part 3 - Aerodromes - AD 1.3 INDEX TO AERODROMES / HELIPORTS

To save you from searching, Greece's INTERNATIONAL airports are:

LGAD* LGAL LGAV LGBL LGEL* LGHI LGIO LGIR (LGKC only to/from EU+SCHENGEN states) LGKF LGKL LGKO LGKP LGKR LGKV LGLM LGLR* LGMK LGMT LGPZ LGRP LGRX LGSA LSK LGSM LGSR LGST LGTS LGZA.

Airports with asterisk* are ports of entry but exclusively MILITARY bases which do not have CAA presence, hence you cannot visit them under civil flights' status.

Fuel at the above ports of entry is available only at LGAV LGIO LGIR LGKR LGRP LGSM LGST. See paragraph 22 for Fuel details.

14. Do I have to fly airways or designated air routes?

Filing a Flight plan in IFR style (with airways etc.) is preferred by ATC but not mandatory. Still, even without airways, using IFR fixes (point/navaid to point/navaid) style is preferred.

VFR flights are preferred to fly a track below or within lateral limits of controlled airspace (at +500ft. ALT).

VFR via non controlled airspace (lateral limits) is not allowed when above Greek Territory or territorial waters.

As stated in Greece AIP, in the "high seas" i.e. above sea, outside the 12nm from any shore, there is no such restriction.

Airways, TMA's & CTR's are controlled airspace though and most of Greek territory - and 12nm sea from shore - is covered by the lateral limits of one of them so there is no problem with this rule.

Greece AIP ENR 1.2.4.1 a) : "VFR Flights when operating above Greek territory at and below FL195 shall fly within the lateral limits of controlled airspace (airways, TMAs, MTMAs, CTRs)"

1.2.4.2 mentions that when operating above "high seas" and outside TMAs, MTMAs & CTRs the above does not apply. High seas are the International Waters defined by the sea outside Greek Territory

Greek territory is considered land areas and any sea surface inside of 12nm from any Greek shore or 6nm from the shores in the eastern Aegean sea. You can see these areas (Greek Territory or territorial waters, without controlled airspace above them) if you go to <http://www.aopa.gr/awg> and click only the filters:

- Airports
- TMA
- FIR/UIR
- 12nm Line
- Buffered Airways

The subject areas where you cannot fly VFR (unless an ATC unit is informed and clears you) are the surfaces 1. outside TMAs (purple), 2. having no airways above (no grey shade) but 3. Inside the dotted line (territorial waters) or above land. Examples: the area north of Mykonos LGMK TMA or LGIO TMA.

Even though this regulation exists in AIP, nowadays it is seldomly enforced. We as AOPA are obliged to inform you though because some times it may be requested to you by ATC to flight plan and/or fly avoiding these areas. Since they cannot explain you the whole background detailed above they will just tell you that you cannot fly by that area. There are times when the Aegean sea is busy with MILitary (Air Force) activities ... and in these cases FIS/ATC get nervous about civil flights under their responsibility. In such days they ask VFR flights to stay "within airways" which in one word means the above explained areas.

Inside some of the TMA's there are Greece AIP published suggested "VFR routes" with specific altitudes that can be flown without the need of entry clearance. Diversions from filed route & altitude are given if requested (coordination with FIS) en route for e.g. "weather/wind turbulence avoidance" but not during the initial Flight Plan submission phase on ground. All VFR routes charts are available at airports where CAA office has the Greece AIP.

Military MTMAs covering most of mainland Greece do have some suggested VFR routes that are published in the Military AIP (MAIP) which is not publicly available. Military ATC on a busy day MAY ask you to follow them even though not published on civil charts. Only reported problems have been reported at areas around Zakynthos LGZA where Andravida LGAD MTMA MIL ATC handle a lot of civil traffic in the summer for Zakynthos LGZA and their own military traffic for Andravida LGAD and Araxos LGRX air force bases.

These routes ARE charted in the Greek Aviation Maps (GAM) documented in paragraph 20.

So in case you want to fly low level VFR in areas:

- A) East of Zakynthos LGZA (inside Andravida LGAD MTMA)
 - B) Northwest of Athens (Tanagra LGTG MTMA)
 - C) or in central east mainland Greece (LGBL and LGLR MTMAs)
- these charts may come handy.

In all other civil TMAs of Greece VFR routes are published in the civil airport charts (AIP charts, GAM charts and Jeppesen VFR Bottlang guides).

15. Can I fly IFR?

Yes you can.

16. Can I fly VFR at night?

No, you can fly night only on an IFR flight plan.

Night VFR is only approved by special permission in exceptional circumstances.
More info. in Greece AIP ENR 1.2.4.7.2

17. How do I find out airport opening hours?

That information is published by NOTAM in UTC hours per airport ICAO and in the HCAA website in a LOCAL timezone (Winter UTC+2, Summer UTC+3) all airports schedule in a single PDF document.

For the English version of the AIRPORTS OPERATING SCHEDULE click here to download it, <http://www.hcaa.gr/en/our-airports/Orario-aerolimenon> but always remember to also check for the latest NOTAM's since this is just a document uploaded from a CAA office that can be delayed etc. This document is more useful for PLANNING reasons, NOT for pre flight briefing where the NOTAMs are your sole official source of information.

18. Will I find aviation fuel at my destination?

Not all airports have fuel. It should be published in the AIP or by NOTAM. A list of airports providing AVGAS can be found further down in paragraph 22.

19. PPR process - Which airports do I need prior permission (PPR) for ?

Greece's Privatized airports and some CAA airports need PPR (Prior Permission Request) . More details at their NOTAMs and at www.fraport-greece.com

For CAA airports please read this document issued by CAA in August 2021 where it explains the details about PPRs SLOTs etc. <http://www.hsca.gr/gabaRG.html>

PPR for LGAV AThens International Airport.

See Paragraph 24 of this page

PPR for FRAPORT privatized AIRPORTS

PPR for [these airports](#) is obtained only via your HANDLER. See paragraph 12 of this page.

FRAPORT following consultation with AOPA Hellas in May 2017 committed to soon establish the process for PILOT to communicate directly with FRAPORT for PPR avoiding the handler's charge for this. Until this is established FRAPORT PPRs have to go via the handler. AOPA's forecast for this implementation is some time in ... 2017... 2018 ...

PPR for PUBLIC AIRPORTS (CAA) if/when needed

1. Go to www.hcaa.gr/en --> OUR AIRPORTS --> Click on the airport you want --> Click on the name in the pop up ballon --> go to its BRIEF PRESENTATION

2. In there you find the airport CAA contact details. Contact them and ask for PPR.

3. AFTER you receive it from CAA contact your handler with the PPR you have so they don't get it (and charge for it).

There are cases where CAA might ask you to sort it out via your handler. It is known to have happened in Iraklion LGIR few times.

PPR for mixed use CIVIL and MILITARY public airports

The below text of this paragraph is from the pre FRAPORT era but is useful for airports that have restrictions in general.

The following Greek airports have access restrictions for GA aircraft according to Greece AIP.

In civil airports where there is PPR/PNR there will for sure be mandatory HANDLING. So do not try to contact the airport yourself, delegate this process to the handlers since you will pay them anyway. You contact them and they take care of the PPR/PNR process. All handlers are very good in email communications in English. For Handling details see paragraph 12 further up.

Check AIP/NOTAMs for latest info. but these are more or less the usual requirements the recent years.

PPO (Prior Permission Only)

They do not accept GA except for exceptional cases by permission via HAF

- Andravida AB (LGAD)
- Agrinion (LGAG)
- Tatoi AB (LGTT)
- Kasteli AB (LGTL)
- Larisa AB (LGLR)
- Kotroni AB (LGKN)
- Epitalio (LGEP)

- Sparti (LGSP)
- Elefsina AB (LGEL)
- Rodos Maritsa (LGRD)
- SEDES Stefanovikion AB (LGSV)
- Tanagra AB (LGTG)
- Tripolis AB (LGTP)
- Tympaki (LG54)

PPR (Prior Permission Required)

GA only with prior permission (via HAF for military AB's)

- Araxos AB (LGRX)
- Athens Venizelos (LGAV)
- N. Aghialos AB (LGBL)
- Aktio AB (LGPZ)
- Souda AB (LGSA)
- Kalamata AB (LGKL)
- Limnos (LGLM)
- Skiros AB (LGSY)

For Military Air Bases that **have no HCAA presence** (first column) access is not allowed.

For Military Air Bases that **have HCAA presence** (second column) access is allowed but with prior permission by HAF via HCAA.

At least one week (5 working days) before the flight send an **email** or **FAX** to the Hellenic Civil Aviation Authority (HCAA) with the following details:

To: HCAA/D1/A
Email : d1a@hcaa.gr
Fax: +30 210 8947101 & 8916338
Tel.: +30 210 8916247

From: (your contact details)

Subject: Private flight to Kalamata LGKL (amend destination accordingly)

I request permission to visit Kalamata airport with the following flight details:

Pilot Name xxx xxxx, Nationality, xxxxxxxx
Passenger(s) Name(s) xxxx xxxx, Nationality xxxxxxxx

Aircraft Registration: xxxx
Aircraft Operator: xxxx
Aircraft Type : xxxxx
Aircraft MTOW : xxxxx

Arrival Date & Time (UTC) : xxxx xxxx
Flight Origin : From XXXX (if outside EU you need to request customs presence)
Departure Date & Time (UTC) : xxxx xxxx
Purpose of flight : Private / Recreational

After the email/fax they will take care of the coordination with Hellenic Air Force and they will reply you by Email/FAX within 2~4 days with the approval.

There exists only one exemption to the above and that is **ONLY** for Greek register (SX) aircraft for Saturdays, Sundays and National holidays. During these days SX registered aircraft are allowed to arrive or depart without prior permission in MIL airports with HCAA presence as long as they operate within the CIV airport (CAA Terminal) operation hours as published per NOTAM.

20. Which charts can I use for VFR flying in Greece?

Option A

GREEK AVIATION MAP

The publishing team may have a disclaimer stating that "*We are strongly insisting that this is NOT an official chart for navigation and flight planning (there are actually no*

HCAA certified VFR charts covering Greece), ONLY official sources should be use for flight and flight planning (Greek AIP and current NOTAMs) and it is clearly mentioned on the maps that 'For a safe and legal flight preparation, flight planning and for navigation through the flight, always consult the latest valid NOTAMs and the latest version of the AIP Greece'" but this actually is the only true VFR chart (1/500.000 scale) existing for Greece airspace to date.

The charts include all the information required to plan and fly VFR like:

- topography and current information based on the latest edition of AIP Greece
- airport and airspace information
- communications frequencies
- navaid information & VOR compass rose
- VFR routes & IFR airways with their reporting points

All data is reported by pilots to be correct and it is fully usable for VFR navigation flight in Greece.

Follow the link below for further information and ordering process.



If you are a current AOPA Hellas member you also get a 10% discount on the charts by filing in your AOPA ID details in the ordering page.

NOTE: CHECK ALWAYS THE AIP GREECE AND LATEST NOTAMS BEFORE YOUR FLIGHT IN GREEECE!!!

Option B

One other solution for en route VFR charts for Greece are the 1:500,000 TPC charts for free (electronic file) that you can find at http://www.greekhelicopters.gr/helos/?page_id=100. The Navaids data is old (late 90s) and there is no GPS data on them. The topography is as it was in the late 90s. For

NAV, COM, GPS and AIRSPACE data you can use the Jeppesen low level IFR chart E(LO)13-14 which include the latest data.

Option C

Open flightmaps Greece

Nicely crafted VFR charts that can be extracted in PDF format free of charge. They are FREE of charge and their aeronautical data is updated on each AIRAC cycle..

<https://openflightmaps.org/live/lg-greece/>

Option D

Last, in Greece you can find the above TPC charts at www.pilotshop.gr along with Jeppesen VFR Bottlang trip kits (airport charts & directory).

21. How do I obtain Weather briefings?

You can call +302103533689 at LGAV MET office for a weather briefing the old fashioned way but the Internet nowadays provides most of the information for free.

Some useful links on the Internet that we use for WX outlooks in Greece:

Official Greece MET service website with Low Level weather charts, METARs and TAFs.

<http://hnms.gr/emv/en/aviation/aeronaftilia>

There you will also find some METARs of small provincial airports (by town's name) not published in other Internet portals; examples Megara LGMG, Tatoi LGTT, Tripoli LGTP, Milos LGML, Kasos LGKS, Sitia LGST, Astypalaia LGPL, Kastelorizo LGKJ

In "Current Weather" you can also find satellite, weather radar and strike images live.

Quick and easy access to METARs and TAFs of Greece

<http://en.allmetsat.com/metar-taf/greece.php>

http://www.orbifly.com/member/metmap.php?region_choose=GR2

JUST FOR METAR's in GREECE you can use this useful page made by a Greek private Pilot --> <https://www.airfieldweather.com/>

Non aviation specific but very accurate in Greece weather forecasting
<http://forecast.uoa.gr/>

Maritime specific but very accurate in Greece weather forecasting
<http://www.poseidon.hcmr.gr/>

Satellite images of Greece weather updated every 15 minutes
<http://sat24.com/gr>

Sectional view of the weather by submitting route based on airport ICAO codes near by.

http://www.ogimet.com/gramet_aero.phtml.en

<https://router.euroga.org/gramet>

All in one general aviation portal for weather and airspace (with emphasis in Greece) created by one of our members who is ATC in profession and PPL in hobby.
www.aopa.gr/awg

Strike data for southeast Europe focused in Greece
<http://kifissiameteo.gr/>

Strike Data
<https://www.lightningmaps.org/>

European storm forecast
<http://www.estofex.org/>

General site containing many European weather links
<http://www.flyingineurope.be/>

To listen to Major Greek Airports' **METARs while flying** in Greece, on VHF you can tune on **127.800** "Athinai VOLMET" where actual weather METAR of major Greek and southeast Europe airports is constantly broadcasted on voice in a loop.

22. Aviation Fuel Availability in Greece

For an handy display of Fuel Availability in Greece you can go to our planning tool www.aopa.gr/awg and select to view the layer **Aerodromes / Heliports**. In the options below it you can set what you see and that includes FUEL availability. Click on the airport sign for details in text.

The airports that currently provide AVGAS in Greece are:

- LGAV
- LGRP

- LGIO (AVGAS & JET-A1 Fuel service available 15th of June to end of September - Check LGIO NOTAMs for latest info.)
- LGIR
- LGKR
- LGMG (Check LGMG NOTAMs for latest info)
- LGSO (Check LGSO NOTAMs for latest info)
- LGST (Check LGST NOTAMs for latest info)
- LGSM (prior notice October to May)
- ZZZZ Kolchiko airstrip (near Thessaloniki) where you can pre-order your AVGAS barrel(s) via the aeroclub <https://www.you-fly.com/airport/lgzz04/>

AVGAS price in Greece varies from 3,0 to 3,4 Euro per Lt. (24% VAT included.) depending on airport.

CHECK above airport NOTAMs to make sure there are no changes since this page was last updated.

With the exception of small provincial airfields most airports have JETA1 fuel for turboprops.

MOGAS, or any fuel, is allowed to be brought in the apron by the pilot from outside for self service refueling BUT the self refuel regulation in Greece is quite strict making it hard for anyone non based at the airport to perform the operation. It requires max 20Lt metal canisters for fuel, fire extinguishers, grounding of aircraft by cable, operation to take place at CAA designated refueling area with grounding etc. etc. Sometimes the biggest hurdle is how to transfer the fuel from local gas station. First of all taxi drivers most probably will deny to transport fuel in their car (under regular fee ...) and secondly you will need to trust the gas station provides clean non diluted MOGAS. We have never heard of diluted MOGAS being provided for aircraft but still there is no guarantee of purity like in sealed AVGAS barrels. Some local based aircraft who refuel MOGAS like this have set up the operation with local CAA's approval, have the equipment per regulation and trust the supplying gas station for purity. AOPA cannot recommend such local ongoing operations since we cannot guarantee anything.

You shall be able to access MOGAS on ZZZZ airfields around Greece is you arrange it beforehand. For more info on ZZZZ strips go to paragraph 37 below.

23. What are the airport charges?

Note: For handling charges refer to paragraph 12 above.

IN BRIEF: This is in brief the current status of charges in Greek airports **including handling** for general aviation flights for when pilot holds an AOPA AIR CREW CARD (discount).

1. Privatized 14 FRAPORT airports:

NOVEMBER - APRIL Roughly **200** Euro per visit (or 300~350 Euro without AOPA discount.)

APRIL - NOVEMBER Roughly **300** Euro per visit (or 400~450 Euro without AOPA discount.)

2. Privatized Athens Int'l LGAV airport: roughly **~200** Euro the first day and **~50** Euro per each day parking. (+50~100 Euro without AOPA discount)
3. Public CAA airports with Handling, in need of PPR etc.: Roughly **40~60** Euro (or 150~200 Euro without AOPA discount). If you **DO NOT** take the PPR yourself (see paragraph 19) then the handler will charge you extra 40~80 Euro to do this.
4. Public small airports without Handling: roughly **2~7** Euro per day parking (depending on European or non European aircraft register)
5. To all the above **12** Euro must be added per each passenger (non crew) per departure
6. If you arrive/depart from abroad (on and off schengen - see paragraph 13) customs need to be there. If they are not scheduled to be on duty but come to the airport only for your flight then customs charge **~30** Euro
7. at ZZZZ small fields, the obvious, 0 cost.

IN DETAIL:

23.a PRIVATIZED AIRPORTS

For **Athens Intl. Airport LGAV**: See paragraph 24 below.

FRAPORT operated 14 airports

As of 11th April 2017 the following 14 airports operate under **FRAPORT** ownership.
LGPZ LGSA LGKR LGKV LGKF LGKO LGMT LGMK LGRP LGSM LGSR
LGSK LGTS LGZA

For FRAPORT CHARGES please consult the **FRAPORT Price List page**

NOTE: There are +hidden charges in the above in form of Handling Agent disbursements (since handling agent pays FRAPORT the airport operator and adds a "disbursement" fee 10% on this) and also the **24% VAT** is not mentioned in the FRAPORT pricelist except for a general note about it in the bottom.

VAT in Greece varies from 24% in mainland and some popular islands to 17% in some more remote destinations. [Read this article to see where do 24% and 17% VAT rates apply.](#)

NOTE: In **April 2018** FRAPORT increased their landing and parking fees to the **summer tariffs for aircraft above 1200Kg MTOW**. For pricing details check their [price list per airport for details.](#)

The increase to summer tariffs is for above 1200Kg MTOW. 1200Kg and below get the winter "cheaper" tariffs.

The reduced "winter" prices in summer for below 1200Kg MTOW **do not apply at 2 of their 14 airports: LGTS and LGRP.**

FRAPORT reported to AOPA that **in summer 2019 they foresee this MTOW limit for winter prices in summer to rise to 2000 Kg MTOW** but declared they cannot do it for 2018.

AOPA are aware of the problems these charges cause and are in the process of evaluating all possible actions that can be taken. At the same time communication with FRAPORT Greece management is maintained in order to have an open channel for cooperation where possible. The non increased summer prices for aircraft below 1.200 Kg MTOW is a first good move from FRAPORT towards light General Aviation.

23.b in all other **PUBLIC AIRPORTS**

Landing/ Parking Fees AIP GREECE (see paragraph 27) GEN 4.1.2

TXA (known as Airport Usage Fee)

For light aircraft (up to 5.7 tons) registered in Greece or another EU Member State:
EURO 1,63 per day

For light aircraft (up to 5.7 tons) aircraft registered in a non - EU country: EURO 7,34 per day

One charge per aircraft per day that counts for all Greek public airports for that one calendar day.

AIP Greece : 4.1.2.2.5.4 During the periods of January to March and October to December Landing - Parking Fees are reduced by fifty percent (50%) at all public Airports.

There are exemptions for Aeroclub owned aircraft and aircraft participating in aero-athletic events. More details in AIP Greece GEN 4.1.2.2.3

For self payment - to avoid HANDLER charging disbursement fee for its payment - you can pay it yourself beforehand via WEB BANKING and present a printed payment proof. Make sure you calculate it properly.

TXA payment

IBAN: GR9501000230000000002341345

BIC: BNGRGRAA

Bank: BANK OF GREECE

Branch number: 0023

HEAD OFFICE GOVERNMENT, ATHENS CENTRE, 21, El. Venizelou Ave., 102 50 ATHENS

Passengers Charges AIP GREECE (see paragraph 27) GEN 4.1.3

TEEA (known as Airport development and modernization charge – ADMC)

It is charged per each departure per passenger (non crew). For light aircraft the charge is: 12.00 Euro.

Passengers continuing their trip with the same aircraft (transit - not exiting airport) are excluded from the payment of the charge for the next flight.

For self payment - to avoid HANDLER charging disbursement fee for its payment - you can pay it yourself beforehand via WEB BANKING and present a printed payment proof. Make sure you calculate it properly.

TEEA payment

IBAN: DOWNLOAD THIS LIST OF IBAN's for TEEA - They are individual per airport.

BIC: BNGRGRAA

Bank: BANK OF GREECE

Branch number: 0023

HEAD OFFICE GOVERNMENT, ATHENS CENTRE, 21, El. Venizelou Ave., 102 50 ATHENS

AMEA (known as airport service/provisions fee for disabled persons)

For self payment - to avoid HANDLER charging disbursement fee for its payment - you can pay it yourself beforehand via WEB BANKING and present a printed payment proof. Make sure you calculate it properly.

AMEA payment

IBAN: GR7901000230000000000200552

BIC: BNGRGRAA

Bank: BANK OF GREECE

Branch number: 0023

HEAD OFFICE GOVERNMENT, ATHENS CENTRE, 21, El. Venizelou Ave., 102 50 ATHENS

Provision of Ground Handling Services

For further information please **check the above paragraph No 12** - Ground Handling and AOPA discounts on it.

NOTE: In smaller public airports where handling does not "turn up" (see paragraph 12) there may not be handling agent charge. Examples LGNX LGPL LGIK LGKC LGKS. No guarantees, subject to CAA changes.

24. Athens GA Airport

The dedicated General Aviation facility for Athens is (click link to open dedicated page) [Megara LGMG airport 50km west of the city](#). It is a VFR airport with ability to depart/arrive IFR (with IFR pick up/IFR cancellation by Athens Approach once radar identified) and has operational hours a bit shorter than aviation day to night time period. Visit [Megara Airport page](#) for

further information and ground charts. Megara is a Hellenic Army Aviation helicopter base which has a civil apron on the Eastern side for civil General Aviation. Always check LGMG NOTAMs where all the useful information for the airport is always published. You DO NOT NEED PPR for DAY VISIT (no overnight) and there is NO HANDLING at Megara. The airport has AVGAS and 100LL fuel during 6 days of the week (check LGMG NOTAM's).

Alternatively one can go VFR day, or IFR day & night, at Athens International LGAV airport which is a 24 hr international large size airport with full services for GA without restrictions. The airport duty officer must be informed for landing permission minimum 3 hours (via your handling agent) in advance and a handling agent must be assigned. Total charges at LGAV for a light aircraft with AOPA AIR CREW CARD should be about 200 Euro's for first day and then another ~50 Euro per consecutive day.

Tatoi Dekelia LGTT, is a Hellenic Air Force cadets base open only for local based (civilian) Aeroclubs and is not accessible to private individual visitors.

Elefsis LGEL, is Hellenic Air Force Military Air Transport Command base and closed to all civilian Aviation.

Kotroni LGKN, is a Hellenic Navy heliport closed to all civilian Aviation.

25. Airport Details and Contact Directory

HCAA's Airport Directory: <http://www.hcaa.gr/en/our-airports>

Airport phone & fax directory courtesy of Chania Aeroclub:
<http://www.aer.gr/aerotel.pdf>

Airport Directory with pilots' feedback: <http://www.you-fly.com/airport/country/Greece>

26. Crete Airports - Transit to Africa & Middle East etc

Many pilots contact us regarding flight via Crete island as an intermediate stop for flights destined to Africa & Middle East.

For Crete there are three options:

- Chania LGSA Air Base to the west.

A mixed use airport, Civilian, busy Hellenic Air Force & NATO base. To fly there you need to send a PPR fax (check para. #19) at least 5 working days in advance. Only Greek registered aircraft are allowed to operate without PPR there and that only on SAT & SUN.

- Iraklion LGIR in the center

The capital airport of Crete with lots of commercial traffic. You can visit Iraklion freely with just a PNR but you should expect some considerable delays in refuelling

(same driver for JET-A1 bowser) and may get flight delays in arrivals & departures due to traffic. Expect paperwork & refuelling to take at least 1.5 hour.

- Sitia LGST on the Eastern edge

A relaxed calm airport very friendly to GA but with weird operation hours. Handling agent is present and the airport has plenty of AVGAS. Check the LGST NOTAMs for the operation hours <https://www.notams.faa.gov/>

Sitia is known for the crosswinds from the north it often has due to its runway orientation

At all 3 airports you can make a Schengen entry/exit (check para. #13) but it's recommended you let them (handling agent) know in advance in case they need to notify customs officers.

27. Where can I find Greece AIP on line?

You can access Greece's AIP through Hellenic CAA's website with a free login at:

<http://www.hcaa.gr/aip/>

After you Login go to AIP PUBLICATIONS --> AIP to find details on AERODROMES etc.

If you experience **technical problems** with Logging in etc. please contact the Hellenic CAA IT department for the AIP on line at Email **akab [at] hcaa.gr** .They respond to emails promptly in office working hours. Contact them with your AIP registered email and mention your username that you registered.

Tip: From our members' feedback a combination that works and gets approved instantly is: Login: two CAPITAL letters of your choice in sequence without spaces or any tricky characters. Password: two small letters and four numbers in sequence without spaces in between. We have communicated with HCAA about other combinations that were not approved but we got no response.

28. Flying Ultralights in Greece

To fly an ultralight in Greece a PPL (EASA or JAR) license does not suffice, one must have a valid Ultralight Pilot's License (and medical certificate) either from Greece or a European Union country. The ultralight flown must be of the same category stated on the license. Ultralight licenses from non- European Union countries are not valid. For those holding an EASA or JAR license and are interested in obtaining an Ultralight Pilot's License in Greece must follow the regulations stated below:

In the Greek Code for Ultralight Flying Machines (Δ2/26314/8802) that is in effect today it states on page 7 article 7 paragraph 22 that:

If a pilot holds an EASA or JAR license that has not expired and wishes to obtain an Ultralight Pilot's License for the same category he must:

- Locate a flying school and log 3hrs of flight time that must include 6 landings and take offs after each the aircraft came to a full stop.
- He must successfully pass an examination with a certified flight examiner

In the Greek Code for Ultralight Flying Machines (Δ2/26314/8802) that is in effect today it states on page 7 article 7 paragraph 23 that:

Ultralight Licenses from Non-European Union countries are not recognized for obtaining an Ultralight Pilot's License. Corresponding Ultralight Licenses from European Union countries are recognized provided they have not expired.

29. Airspace Classification and TMAs transit

As of June 2019 all lower airspace in Greece (below FL195) is classified as follows (Greece AIP ENR 1.4):

Airspace outside Airways, TMAs, MTMAs, CTRs, MCTRs and ATZs is classified as class G.

CTRs and ATZs of controlled aerodromes are classified as class D.

CTRs and ATZs of uncontrolled aerodromes are classified as class G

Airways below FL195 are classified as class E.

Civil TMAs are classified as class D, Military MTMAs are still E but expect continuous two-way radio communication for all flights.

All TMA's have "1000' SFC" as their base altitude. Below this it is G airspace where there is no other zone (ATZ or CTR).

All TMAs in Greece have recommended VFR routes with altitudes that can be found in the AIP (see paragraph 27). TMAs are class E controlled airspace that start at 1000ft. AGL. You can fly through them without any problems as long as you are in VHF communication with the ATC unit in charge (and have ModeC transponder in Radar equipped TMAs). Most of the times they will ask you to follow their VFR routes BUT many times if you request a flight VFR DIRECT-TO e.g. "due to weather, turbulence etc..." to transit the TMA at higher altitude, you shall be given the permission to do so. It all has to do with whether your requested route comes close to the IFR commercial traffic flying areas/altitudes. If you need such a permission request best is to communicate it early with FIS before entering the subject TMA by giving ETA for entry point, requested route and altitude and ETA for exit point.

30. Aircraft Equipment Requirements

VHF

Regarding VHF communication (see above paragraph 29) unless you fly from outside CAS (Controlled Airspace) to outside CAS via non CAS (impossible unless flying between remote ZZZZ fields) VHF communication ability is mandatory.

Mode C TRANSPONDER

Per Greece AIP ENR 1.2

All VFR flights flying FL60 to 195 must carry and operate a Mode C Transponder.
All VFR flights entering Radar Equipped TMAs of Athens (LGAV, LGMG), LGTS, LGIR, LGKR, LGRP must carry and operate a Mode C Transponder.

From experience we can also tell you that, even though not classified as Radar TMAs,
- LGAD ATC controlling Military TMA affecting Zakynthos LGZA and Kefallinia LGKF and [ZZZZ Messologhi field](#)
- LGPZ ATC controlling Military TMA affecting LGPZ and [ZZZZ Agrinion field](#)
will be very "nervous" if you do not carry and operate a Mode C transponder.

So in essence Mode C (not just A) transponder is required in all of Greece for VFR flights.

31. SLOTS for IFR flights

Airport slot allocation scheme was implemented in Greece like in other European countries for IFR flights in Greece's "COORDINATED AIRPORTS" as of July 2015. Slots Coordinating Authority in Greece website: <http://www.hasca.gr/>

The slot allocation scheme DOES affect light GA IFR traffic in Greece in some busy airports but not VFR traffic which is irrelevant to slots anyway. The usual period of activation of the SLOT scheme is **July 1st to September 30th**.

For CAA airports please read this document issued by CAA in August 2021 where it explains the details about **PPRs SLOTS** etc. <http://www.hasca.gr/gabaRG.html>

AOPA investigated the potential of pilots self management of own slots but the finding was that this is impossible due to commercial software and coded language required.

The mandatory **IFR SLOT MANAGEMENT for the above summer period is therefore handled by your handling agent** (see paragraph 12 above) **at an additional charge of ~56 Euro** (with AOPA discount). They know where and when you need slot and they will advise you accordingly when you contact them.

Greece AIP GEN 1.2.2

Greece's 23 COORDINATED AIRPORTS are:

Schedule facilitated airports:

WINTER SEASON: LGTS

SUMMER SEASON: LGLM, LGPZ, LGSM

Coordinated airports:

SUMMER SEASON: LGTS, LGRP, LGBL, LGZA, LGSK, LGST, LGSR, LGKO, LGKC, LGKL, LGPA, LGKP, LGKR, LGSA, LGKF, LGRX, LGHI, LGMK.

So if you operate IFR expect SLOT requirement in these airports during the above mentioned period.

Do not confuse SLOTS with needed PPR/PNR's at some airports as described in paragraph 19 above for which Handlers also do the job of administering them for you. PPRs are for parking (apron space) management, SLOTS are for airspace traffic capacity/flow management. Still though SLOT allocation in Greece is connected to the need of a PPR issued by the airport and the handler will take care of both for you where/when needed.

Read also the below memo some of our member pilots have received in the recent past regarding **FLIGHT PLAN suspension** related to (potential lack of) SLOT.

ATTENTION ALL OPERATORS/HANDLERS!

Flight Plan Suspension Procedure project from 1st JULY 2017 at All Greek Coordinated Airports

Kindly be informed that from Saturday 1st July 2017 until Saturday 30th September 2017 the HCAA, following the Agreement between the Hellenic Civil Aviation Authority (HCAA) and the European Organization for the Safety of Air Navigation (EUROCONTROL), is activating specific operational measures in accordance to Regulation No (EEC) 95/93, article 14.1 as amended.

Whereas all General/ Business Aviation and Air Taxi flights that operate into Greek coordinated airports (AIP Greece, GEN 1.2.2 Airport Slot Coordination) without an allocated and confirmed airport slot may be suspended by the EUROCONTROL Network Manager.

For the purposes of the present procedure, the definition of an allocated and confirmed airport slot for General/Business aviation and Air Taxi flights is the time for which the airport slot is confirmed by the Hellenic Slot Coordination Authority (HSCA) including a tolerance +/- 30 minutes. Flight plans that indicate a time of arrival or departure outside the time that is allocated and confirmed, including the tolerance as defined above are considered as having no airport slot.

All GCR requests should come through Handling Agents and Representatives. No other positions within HCAA or other agencies in Greece are empowered to provide feedback regarding airport slots.

Please find attached NOTAM Greece A1488/17 and document in the following link <http://www.hsca.gr/images/GABA%20SLOT%20ALLOCATION%20RULES%20MAY%202017.pdf> for your further info.

Should you need any further clarifications please do not hesitate to contact HSCA.

Operators who receive an FLS message for a flight plan must call their handling company in Greece to clarify their situation.

NMOC Helpdesk will not be able to assist with airport slot queries.

32. Passenger Declaration 731

According to an HCAA order to handling agents from October 2015 ([Download for reference - Greek language only](#)) General Aviation Aircraft Passengers of a flight must fill in the Form 731 ([DOWNLOAD it here](#)) wherein each declare that a) they are aware this is not a public transport flight and b) they are not paying for it and c) the relation of the passenger with the pilot is declared. The declaration is submitted by handling agent or the pilot to airport CAA office.

Our friends from [GreekHelicopters.gr](#) have created a nice iOS free App that sends seamlessly for free the Form 731 in PDF from your iPhone/iPad via your email account. Download it from the App Store as "**Form731**"

[Greekhelicopters.gr : Form 731 Reminder](#)

June 2016 update: The HCAA order has been published through a NOTAM (LGGG airspace NOTAM: A1230/16) which has also been incorporated in Greece AIP GEN 1.2.5.2.2. The instructions are for any aircraft that do not depart and/or arrive in ICAO to ICAO airports (i.e. ZZZZ fields or off airport sites for helicopters), or flies off standard IFR airways. It calls for an obligation by the pilot to submit the FPL and send the above mentioned passenger declaration, now mentioned as "HCAA Form 731", to the dedicated email of GENERALAVIATIONFLIGHTS(AT)HCAA.GR two hours prior to the flight. AOPA managed to get hold of form 731 in the Greek and English version. [DOWNLOAD HCAA Form 731 ENGLISH - GREEK](#). HCAA Form 731 differs from the above declaration of the handling agents in that it is NOT any more an individual per passenger form but one single form that lists all passengers with details and signatures and it is countersigned by the pilot in command.

In practice, this process of two hours prior passenger list submission has not been observed to be enforced in most airports but we are obliged to inform you.

33. ICAO General Declaration

An ICAO Annex 9 [GENERAL DECLARATION](#) form per each flight is requested by CAA to be filled and submitted at each airport in Greece. It mainly acts as a passenger manifest and is used by Police for security checks and apron access control record or passport checks manifest at airports used for entry to/exit from Greece.

34. Inter-island summer trip planning

Mikonos, Santorini, Rhodes, Zakynthos and other airports (Check their NOTAMs), unfortunately, in the summer months, due to Commercial Airline Traffic and tremendous demand in GA aircraft visits and limited parking space available, impose by NOTAM a short time parking availability only, making a few day's visit by GA aircraft impossible.

Unfortunately all AOPA can recommend to pilots who want to fly to these islands for vacations and are unable to park due to the restrictions is to disembark your

passengers at LGMK or LGSR where parking is available for a short time only and then fly the aircraft to other more relaxed airports in the region for parking and connect back to Mykonos or Santorini island via passenger ferry. There are many slow and fast ferries connecting these Aegean islands daily.

Alternatively if you have the budget!, you can charter a helicopter to take you from your destination airport to the nearby final destination of Mykonos or Santorini.

Companies like [Superior Air](#) base helicopter(s) in Mykonos island and are able to connect nearby islands with short flights.

To find the ferry connections you do the following:

1) Check the operation hours from their NOTAMs of nearby airports like Paros LGPA and Naxos LGNX etc. or the ones a bit further away like Syros LGSO and Milos LGML. The airport operations schedule is published in their NOTAMs (Note: Greece local time is UTC+3 in summer)

2) Combine them with the availability of ferry connections in <http://travel.viva.gr/en/ferries>. There you shall be able to find good connections to get to Mykonos or Santorini without flying in. Allow 1 hr from landing at the airport to boarding on the ferry and vice versa.

35. Military TMAs and Military Radar service

MTMAs

There is sometimes a misconception amongst pilots about Greece's MTMAs that because they are Military it will be hard to fly through or they will have special requirements or they will not accommodate pilot requests. None of these are true. TMAs in Greece are Class E airspace. They are controlled airspace starting from 1000ft AGL but VFR fly through without any problems. You need to be in VHF communication to enter/fly in them. The controlling unit is the APPROACH service of the respective MTMA name airport. Because, especially in the mainland, they occupy a large piece of airspace they are very accommodating to pilot's route needs as long as they are in communication with the pilot. Some MTMAs like the ones controlled by LGAD, LGSA & LGSY do have suggested "VFR routes". On days of heavy traffic you should consider it highly probable that you will be requested to follow these routes and altitudes. The most busy MTMA is LGAD (Andravidia) in south Ionian sea which controls local Military and all commercial Traffic flying in/out of LGZA Zakynthos, LGKF Kefallinia, LGRX Araxos. This is the area south of Kerkyra LGKR where VFR pilots fly through on their way to the southeast. So mainly for that MTMA during busy summer months (charter traffic) you should expect LGAD MTMA ATC to require you to fly via their VFR routes depending on their traffic. Another option especially for this busy MTMA when flying to/from LGKR to/from southeast is to route VFR via SOTEG-IXONI points which will keep you out of the MTMA and terrain to the north. You can then proceed IXONI-TRL-IXIMA-MIL to avoid Athens TMA and the possible lower altitudes of their VFR routes that may be requested.

The VFR routes charts can be found in Greece AIP, Part 3 AD2 Aerodromes section (look for "VFR" at bottom of each airport listing). Check paragraph 27 of this document for AIP login details.

In other MTMAs like LGTG, LGLR & LGBL the VFR routes are published only in the Military AIP (MAIP), hence civil pilots are NOT obliged to necessarily have them on board and cannot be forced to follow them. In such cases MIL ATC accept the route requested (filed) by the pilot and if needed they will suggest something similar maybe due to an exercise in progress for example.

VFR flights in Greece do not receive Radar Service but, be advised, most units have radar image feed from CAA. So VFR position reports are acknowledged by ATC/FIS as the official report but the controllers/operators almost always will have the traffic on radar screen as advisory tool.

Military Radar service

In case of uncertainty regarding MTMAs while flying or other information needed you can always use the MIL "TUGRIT" Radar for Advisory/Information service on common frequency 129,800. They are a network of radars covering the whole country H24 operational and respond also to civil pilots on VHF frequency 129,800. You first call "Tugrit Tugrit" with your callsign and (rough) position and the respective nearest unit responds with its callsign (i.e. the generic unit ATLAS or specific units like Mambo, Joker, Topsy, Mousa, Spathi etc.). Once communication is established you respond towards the unit's callsign and can then request them any flight information service or details about activity on your planned route etc. Workload permitting (on their UHF side) they will provide any assistance/information needed but they may ask you to still maintain VHF contact with their Civil colleagues (FIS) in case they call you. MIL radars see air traffic and also weather and may advise you about them if requested. Keep in mind this is NOT an official Air Traffic Service but simply information passed on to pilots by Military Radar controllers, workload permitting.

TUGRIT service is useful for example in areas where you may fly low and be out of VHF range of CIV/MIL ATC/FIS service. Also it proves useful when you want to fly through a published Danger Area (for example LGD68 east of Andros island in central Aegean). Some Danger areas like D-68 are permanently activated but its not forbidden (like in the LGP-xx prohibited ones) to fly through them; the pilot has the responsibility. If you communicate with MIL ATC with position, altitude & intentions and they report that there is no activity in the area you are asking about, you can then safely fly through it and if Civil ATC question your intentions, you can report them that MIL ATC confirmed you there is no activity in the subject area and you will proceed.

36. Cost Sharing in private flights

EASA Part NCO rules are in effect in Greece as of last week of August 2016. This includes the ability of Cost Sharing in Non Commercial General Aviation flights with its limitations i.e. equal share of dynamic costs with pilot and passengers, max 6 people sharing etc.

Portals that already manage such flights are those like WINGLY <https://en.wingly.io/> and and SKYUBER <https://www.skyuber.com/>

Few pilots in Greece are using them.

37. ZZZZ airstrips in Greece

A list of ZZZZ strips available in Greece with their operators and contact details [CAN BE FOUND HERE](#). For Greek phone numbers add +30 in front. [Greek \(original\) version](#) - [ENGLISH \(translated\) VERSION HERE](#).

Remember these CAN NOT be used as ports of entry for Greece (see paragraph 13 above) but may be found useful for you in accessing MOGAS fuel. (see paragraph 22 above).

38. Prohibited photography in certain Greece airports

Greece AIP 1.2.8.1 Carrying of cameras on board aircraft

1.2.8.1.1 Photo or movie cameras can be used for regular or movie pictures on board aircraft by passengers travelling to/from Greece on any airline (scheduled or non-scheduled flights) under the following conditions:

- a) The use of video or photographic cameras is prohibited at MIL aerodromes or when flying within MIL CTRs and/or MIL ATZs.
- b) Photos or movie pictures should not be taken during take-offs and landings at the following aerodromes: LGTS-THESSALONIKI/ MAKEDONIA, LGIR-IRAKLION/ NIKOS KAZANTZAKIS, LGKV-KAVALA/ MEGAS ALEXANDROS, LGLR-LARISSA, LGLM-LIMNOS/ IFAISTOS, LGPZ-PREVEZA/ AKTION, LGSR-SANTORINI, LGSY-SKIROs, LGKL-KALAMATA, LGAD-ANDRAVIDA, LGRX-ARAXOS, LGBL-ALMIROS/ NEA ANCHIALOS and LGSA-CHANIA/ IOANNIS DASKALOGIANNIS.
- c) Only simple cameras should be used without any diameter tele-lens attachment.
- d) Only commemorative pictures should be taken and not for commercial or any other purpose.

Note: For commercial pictures prior special permission of the Civil Aviation Authority is required.

39. Miscellaneous VHF Frequencies in Greece

127.800 ATHINAI VOLMET - Major Greek Airports' METARs voice in loop playback

122.850 ATHINAI RADIO - A station for any miscellaneous information request by CAA personnel on shift.

119.700 - Frequency used for ZZZZ Airfields

123.450 ... well you know that frequency, used also unofficially in Greece

Happy Flying!!!

AOPA Hellas

For more information not covered above email us at : [info\[at\]aopa.gr](mailto:info[at]aopa.gr)